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號十五百九千五萬一第

日八十月四年元統宣

HONGKONG, SATURDAY, JUNE 5TH, 1909.

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[a40-1]

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[a692]

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Hongkong, 29th April 1908. [a1647]

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[a6]

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12.00 Noon to 1.00 p.m. Every 10 minutes.
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JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [a549]

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Hongkong, 4th June, 1909. [a35]

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[a51]

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The New June, by Henry Newbolt.
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Richardson.
Dromina, by John Ayacough.
The Love that Kills, by Coralie Stanton and
Heath Hoskin.
My Lady of Shadows, by John Oxenham.
The Show Girl, by Max Pemberton.
[a32]

A NEW CONSIGNMENT OF

GOLF CLUBS.

GOLF BAGS AND GOLF
BALLS.

AYRES TENNIS BALLS, 1909.

SLAZENGERS TENNIS
BALLS, 1909.

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Hongkong, 19th May, 1909. [a33]

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SHORTEST AND QUICKEST ROUTE BETWEEN
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SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently
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connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (2,377 tons each)
as follows—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday Saturday Sunday	Saturday or Sunday Monday or Tuesday Friday
Lv. — " " " " " "	" " " " " "	11 a.m.	" " " " " "
Ar. — Mukden " " " " " "	" " " " " "	8.50 p.m.	" " " " " "
Lv. — " " " " " "	" " " " " "	9.15 p.m.	" " " " " "
Ar. — Changchun " " " " " "	" " " " " "	5 a.m.	Monday " " " " " "
Lv. — " " " " " "	" " " " " "	6.55 a.m.	" " " " " "
Ar. — Harbin " " " " " "	" " " " " "	3 p.m.	" " " " " "

Connecting at Harbin with { State Express for Moscow. Wagon-Lits for Moscow. State Express for St. Petersburg.

SOUTH-BOUND.			
Leave—Harbin (Russian Train)*	Arrive—Changchun	Tuesday Thursday Friday	Saturday Sunday Monday
Lv. — " " " " " "	" " " " " "	9 a.m.	" " " " " "
Ar. — Mukden " " " " " "	" " " " " "	7 p.m.	" " " " " "
Lv. — " " " " " "	" " " " " "	2.10 p.m.	Wednesday " " " " " "
Ar. — Dairen " " " " " "	" " " " " "	2.30 p.m.	" " " " " "
Lv. — " " " " " "	" " " " " "	12.30 p.m.	" " " " " "
Ar. — Shanghai (Steamer)	" " " " " "	afternoon.	Sunday " " " " " "

*Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are
obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.
and Messrs. Thos. Cook & Son.

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At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the
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FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

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UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design
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Pocket Plates best Whiteboard Pockets, Six Chalk Cups, Superfine West of England Cloth,
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12 Selected Ash Cues.	1 Wall Cue Rack.
1 Butt Rest with Patent Brass Head.	1 Wall Butt Rack.
1 Billiard Rest with Patent Brass Head.	1 Set Billiard Rules, Framed.
1 Long Butt.	1 Best Billiard Brush.
1 Mid Butt.	1 Set "Crystalline" or "Benzoline" Bill. Ball.
1 Billiard Marking Board.	1 Box Rest Cue Tips, assorted.
1 Dust Cover for Table.	1 Cue Tip Fastener with File.
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1 Best Spirit Level.	1 Box Silk Spots.
1 Smoothing Iron with Shoe.	2 Doz. Best White Chalk.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of
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Hongkong, 1st April, 1904. [572-1]

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SCOTCH WHISKY.

\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.

AS SUPPLIED TO THE HOUSE OF COMMONS.

LANE, CRAWFORD & CO.

SOLE AGENTS.

[a33]

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Every Comfort.
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Ladies' Cloak Rooms.
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CHARGES MODERATE, AND NO EXTRAS.
[a42] A. F. DAVIES, Manager.

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.

Hongkong, 24th July, 1905. [a551]

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putting green and fine stabling for horses.
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Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
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"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

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TELEPHONE 197.

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Mrs. M. MATTHAEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
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Table D'Hôte at Separate Tables.

MODERATE RATES.

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M. MATTHAEY,
Proprietress.

Hongkong, 5th October, 1908. [a43]

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Telegraphic address: "VICTORIA, SHAMHORN."
SITUATED ON THE BRITISH CONCESSION.

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Both Hotels electrically lighted, and under
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Every information and Special attention given
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REASONABLE RATES—

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[a1623]

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THE Hotel is under European manage-
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All comforts of a home.

A most pleasant retreat for those desirous for
a few days rest and quiet.

Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
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IF you go to Swatow don't forget to stay

at the KIALAT HOTEL. Nice

Comfortable Rooms, excellent cuisine.

Situated five minutes run by rickshaw from

German Consulate.

Miss E. WILL

Proprietress.

Swatow, 1st April, 1909. [a552]

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WATSON'S
SCOTCH
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SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLANDGENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER DOZEN \$16.50

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BULL DOG BRAND
GUINNESS STOUT
IN PINTS AND SPLITS.A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JUNE 5TH 1909.

The Committee which recently reported on the Organisation of the Crown Agents' Office found that possibly the most fruitful cause of discontent with the discharge of the functions which the Office performs is the existence of the rule laid down in the Colonial Regulations that articles, the product of the United Kingdom or of Europe, which are required by the Government of a Crown Colony, should be obtained through the Crown Agents' Office. This rule, the Committee affirmed, is to the general advantage of the Crown Colonies; but they nevertheless saw cause for recommending that wherever in any Colony firms exist able to produce the articles required or to carry out any needed works, and the Colony feels able to arrange for their adequate inspection, such firms should be given opportunities of tendering on the same conditions as home firms. It is scarcely necessary for us to say that the practice to which the Committee refers has been as fruitful of discontent in Hongkong as in other Crown Colonies. At the present time the Sanitary Board has under consideration a question put by Mr. SHELTON HOOPER embodying the statement that on a purchase of 2,800 gallons of Jeyes' Fluid through the Crown Agents' Office the Colony has paid between £60 and £70 more than local importers were prepared to supply it for. At Colombo the Chamber of Commerce has for some time past been in correspondence with the local Government as to the supply of medical stores generally, and the Chamber, in communicating instances to show that a

tangible saving of revenue might have been effected by purchasing locally, made the general assertion that "in many past instances such good value has not been secured through the Crown Agents as would have been obtained had tenders from local firms been asked for and accepted." In Hongkong, a question which has been suggested by the instance Mr. SHELTON HOOPER has brought to public notice at the Sanitary Board is this: If it is possible to save a sum of £60 or £70 on about five hundred pounds' worth of disinfectant, how much might have been saved on an estimate of over a million pounds for railway construction by giving local firms the opportunity of tendering for as many of the requirements as possible? There is, we believe, in the Colony not a little soreness over the close adherence to the rule in the Colonial Regulations requiring all goods to be obtained through the Crown Agents' Office; and we may draw attention to the fact that the Secretary of State for the Colonies in forwarding a copy of the Committee's Report to the Governors of the Crown Colonies expressed his "general concurrence" in the recommendations of the Committee of Enquiry, and said he had requested the Crown Agents to consider what steps are required to give effect to them. We imagine the Crown Agents will be in no hurry to advise the Colonial Secretary as to what steps should be taken to give effect to the recommendation designed to remove what the Committee regarded as "possibly the most fruitful cause of discontent." But it does not seem that the respective Colonial Governments need wait upon the pleasure of the Crown Agents in this respect. We take it that the general concurrence of the Secretary of State for the Colonies in the recommendations of the Committee virtually cancels the objectionable rule in the Colonial Regulations; at least we may take this concurrence to mean that the Colonial Governments are now free to give local firms opportunities of tendering for the supply of articles required. Judging from the evidence which has been furnished in Ceylon, and the small piece of evidence now under the notice of the Hongkong Sanitary Board, the Colony of Hongkong in these hard times could effect in the aggregate a considerable saving of expenditure by making the change indicated, and at the same time benefit local trade and industry.

Between Friday and Monday last the Shanghai Fire Brigade was called out to no fewer than fifteen fires.

M. La Verriere, Chancellor of the French Consulate at Hankow, fell overboard from the C. M. S. Kuling last week and was drowned.

The case in which a drummer in the Buffs complained that he had been gagged and robbed one night by Chinese at Ship Street wharf has been withdrawn.

Japan papers report the death at Edinburgh of Mr. J. W. Crowe who was for a number of years in charge of the interests of the firm of Messrs. W. M. Frazer & Co. at Kobe.

One of the *demoiselles*, a woman who gives the name of Mary Levin, was at the Magistrate's yesterday fined \$25 for disorderly behaviour. She accused a man in Queen's Road and accused him of not having paid a bill which he signed in her room.

Three men from Kowloon City appeared before Mr. Kemp at the Magistrate's yesterday on a charge of having in their possession meat intended for human consumption which was unsound. The first man was fined \$50, the second \$100, and the third was discharged.

Yesterday Mr. J. H. Kemp made an order for the return of Lim Chee Sang alias J. W. Dobson to Penang where he was wanted on a charge of stealing from the Hongkong and Shanghai Bank \$70,000. Chief Detective Inspector Kirke from Penang produced the warrant for his arrest. Prisoner offered no objection to being taken back to Penang.

At the Marine Magistrate's Court yesterday before Commander Basil R. H. Taylor, R.N. the masters of five licensed passenger boats were fined \$3 each for lying their boats within one hundred yards of low water mark at Yau-mut during prohibited hours. A trading junk master was fined \$15 for obstructing the southern fairway, and a similar fine was imposed on the master of another junk for failing to exhibit the regulation lights while at anchor.

An interesting story was told before Mr. Hazell at the Magistrate's yesterday. A boy rode up in a chair to 25 Conduit Road and only gave the bearers ten cents. They demanded more but the boy went inside and got the assistance of others and they beat the importuning coolie so mercilessly that he lay on the ground outside practically insensible. His companion had meanwhile reported the matter at the Police Station, and when the police arrived on the scene, they found the man in rather a weak condition. The boy preferred a charge of stealing a pair of trousers against the coolie. Mr. Hazell found the coolie guilty of the theft of the trousers but discharged him as he believed he had been sufficiently punished. Two of the four boys charged with assaulting the coolie were fined \$10.

A Vladivostok dispatch to a Japanese newspaper states that it has been decided to run Russo-Japanese horse races on September 5th, 8th, 12th, 15th 18th, and 19th next. Three hundred horses are now entered for the contests. A number of horses are expected to arrive from Moscow.

A petition signed by over 1,200 people has been presented through Mr. Resident Shimoda of Chemulpo to the Residency-General asking for speedy construction of harbour works at Chemulpo. Three copies of it have been presented, and two of them have been sent by the Residency-General to the Korean Finance and Home Department.

Mr. Charles Donby, the retiring Consul-General for the United States at Shanghai, was entertained to a farewell complimentary dinner at the Astor House last Saturday evening. The dinner was attended by 170, and the spacious dining hall was draped with the flags of all nations. Mr. W. A. C. Platt presided, and proposed the toast of "Our Honoured Guest," in which he eulogised Mr. Donby for his work as consul and for his qualities as a resident. Mr. Donby in his reply remarked how pleasant his associations with the city and its varied interests had been and predicted a great future for the settlement.

A new map of the Province of Kwangtung has just been published by Messrs. W. Brewer & Co., Ltd. It occupies a sheet about five feet wide by four feet deep, names of places are given in both English and Chinese, and whether the town is large or small is specially indicated. Hills, forts, likin and Customs Stations, light houses, joss houses, naval stations, railways open or projected, sandbanks, district limits, &c. are all indicated by special marks. Hongkong, the West, East and North Rivers, and Kwangchow-fu are shown as insets on the sheet. The map was compiled and drawn by Capt. J. B. A. Grote, I. G. N. R., and reproduced apparently by the lithographers by the direct transference of the original drawings to the stone. It is advertised at the price of \$5 on rollers and \$4.40 folded.

Public observances of Memorial Day began at Manila on Sunday with special services at the Presbyterian and Methodist churches. In the morning there was a splendid musical service by the antiphonal choir under the direction of Professor and Mrs. Cook and Dr. Rossiter delivered a stirring, patriotic address at the Presbyterian church. In the evening an address was delivered by General William H. Carter on the roof garden of the same church. Both services were attended by large congregations. At the Central Methodist Church, the Rev. Isaac B. Harper spoke of the meaning of the day, and specially prepared music was played and sung. On Monday there were services at Fort McKinley, the del Norte cemetery and at Cavite, at all of which the memory of the country's dead was revered.

Richard J. Blake, an unemployed engineer, was at the Magistrate's yesterday fined \$15 and ordered to enter into a bond of \$50 to keep the peace. He had been guilty of creating a disturbance in the charge room at the Central Station the previous afternoon. Apparently, when he came up to the Central, he wished to see the Captain Superintendent of Police, and was about to force his way into the office when he was stopped by the Inspector, who offered to have his name sent in. Blake, however, would not have this, and became very abusive. The Inspector informed him that the Captain Superintendent was out but offered to take down any report which he liked to make. Blake, however, wanted to write it himself and took possession of the interpreter's desk. Inspector Fenton told him that that could not be allowed, that he was in charge there, but this only incensed Blake who became more abusive than before. He was ordered to leave but refused and had to be placed in the cells where he made so much noise that he interfered with the business of the Magistrate. However he was not so truculent yesterday when brought before the Magistrate and he was fined as stated.

THE GERMAN TRAVELLERS' BUREAU DERIVED IN YUNNAN.

A Rangoon paper of the 7th ult. says that the two Germans who are reported to have been murdered in Yunnan are Doctor Brunhauer, a well-known traveller, and Herr Schmitz. They arrived at Rangoon from Madras on the 20th of October last, and went from there to Bhamo. A representative of the Rangoon Gazette interviewed persons just returned from Bhamo who told Dr. Brunhauer and his companion, and travelled with them to Tengyueh. It was learned that the intention of the Germans was to proceed eastward then, northward in an attempt to discover the source of the Mekong. The two travellers left Tengyueh in the middle of December with a caravan of 25 mules, a Madras cook, and a Chinese interpreter, who was formerly a steward on one of the German mail boats. At Tengyueh they occupied tents in the compound of the Commissioner of Customs. It is thought the explorers lost their lives as did Mr. Brooke recently, amongst the Lolo. They carried a consignment of small gramophones as presents to the natives. Dr. Brunhauer had written a work on Algiers, Herr Schmitz was making his first journey. When last seen by the parties interviewed both travellers were in the best of health and hopeful of accomplishing their task.

LATEST STEAMER MOVEMENTS.

The H.-A. Line str. *Brasil* left Singapore on the 3rd instant a.m., and may be expected here on or about the 9th inst.
The N.Y.K. str. *Sanuki Maru* (European Line) left Singapore on the 4th instant, and is expected here on the 10th inst.
The N.Y.K. str. *Shinano Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 4th instant, and is expected here on the 14th inst.
The Ben Line str. *Devil* from Leth, Antwerp and London left Singapore on the 2nd instant for this port.
The I.G.M. str. *Prinz Sigismund* left Sydney on the 3rd inst. at 11 a.m., and may be expected here on or about the 25th inst.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]

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EARTHQUAKE SHOCKS AT SINGAPORE.

SINGAPORE, June 4th.

Severe earthquake shocks were felt here early this morning. Houses rocked and the inhabitants were startled, but no serious damage was done.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS".]

RUSSIAN RAILWAY LOAN.

LONDON, June 4th.

The Russian Railway loan, issued in London, is largely over-subscribed.

FAKUMEN RAILWAY DISPUTE.

LONDON, June 4th.

Renter learns that China through the Japanese Minister at Peking has definitely withdrawn the proposal to submit the Fakumen Railway dispute to the Hague Tribunal, and has expressed anxiety to re-open negotiations. There is reason to believe that Japan will agree.

PRINCE NASHIMOTO TO VISIT ENGLAND.

LONDON, June 4th.

Prince Nashimoto's visit to England will be private but it is expected that King Edward and Queen Alexandra will receive the royal visitor.

QUEEN MARGHERITA'S TRIP TO JAPAN.

LONDON, June 4th.

The Lancet states that illness has compelled Queen Margherita of Italy to abandon her motor car tour through Japan.

AMERICA TO HAVE MILITARY AIRSHIPS.

LONDON, June 4th.

The United States Secretary of State for War has ordered the preparation of plans for airships to assist the Navy in Coast defence as scouts.

It is proposed to construct stations every two hundred miles on the Atlantic coast.

THE PROPOSED SILK BOUNTIES IN FRANCE.

LONDON, June 4th.

The French Senate Committee opposes the Bill providing for bounties on the production of silk, owing to the heavy expenditure the proposal involves.

[FROM THE "CHUNG NGOI SAN PO"]

SUNNING RAILWAY PROGRESS.

SANCHEUNG, June 4th.

The opening of a section of the Sunning railway was celebrated to-day in the presence of Taotai Chan, Superintendent of the Commercial Bureau, many officials and merchants, and representatives of the Press.

At ten o'clock this morning a train of 104 carriages conveyed the invited guests from Sunning City to the railway works, where they stayed until the afternoon.

On the return to the city a feast was held to commemorate the occasion, many congratulatory speeches being made by merchants in attendance.

SUGAR INDUSTRY IN FORMOSA.

It is reported from Formosa that the Oriental Sugar Company has now almost completed its production of sugar this season. The total output is estimated at 120,000 bags. The Formosan mill of the Dai Nippon Sugar Refining Company, which has had an overabundant supply of cane, is expected to finish its operations in a few days. Its output also is estimated at 120,000 bags. Messrs. Masuda and Abe, of Yokohama, and the Suzuki Shoten, of Kobe, are reported to be competing in the establishment of sugar mills in Formosa.—Japan Chronicle.

SUPREME COURT.

Friday, June 4th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPRETT (PUISN JUDGE).

A SUB-CONTRACTOR'S CLAIM.

His Lordship delivered his decision in the action brought by Li Wo Shing, trading as the Wo Shing firm, against Li Fook, trading as the Yee Sang firm, to recover \$233.49, balance due for work done and material supplied between 9th November, 1903, and 2nd April, 1909.

Mr. Bulmer Johnson (of Messrs. Denny and Bowley) represented the plaintiff, and Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) appeared for the defendant.

His Lordship stated that a sum of money had been paid into Court, and the claim as regarded the remainder would be divided into two parts. The first part was in respect of work not done in accordance with the plans furnished. It seemed to him that plaintiff took the risk of not consulting the builder, therefore that part of the claim could not be upheld. The second part of the claim was for extra work, and that was alleged to be a separate contract. His Lordship agreed with the plaintiff that the memorandum was merely a memorandum of the first contract, but it did not include the extra work in the second contract. Judgment would be for the amount paid into Court, and the balance due for extra cost of labour at Chinese New Year: in all, \$190.19 and costs.

A QUESTION OF PRIORITY.

Mr. John Hastings (of Messrs. Hastings and Hastings) asked leave to mention a matter in which a junk master was the defendant, and against whom there were a number of claims.

His Lordship—I was given to understand that you had been paid off in that case.

Mr. Hastings—I am sorry to say that is not so. His Lordship—You come in priority.

Mr. Hett (of Messrs. Brutton and Hett) remarked that Mr. Hastings had the prior right, as he got judgment some days before the others.

Mr. Kong Sing—I was given to understand that Mr. Hastings had been paid off. I have no objection. It is a matter for my friend Mr. Hett.

Mr. Hett—I appear for one of the plaintiffs, and I think legally that Mr. Hastings is entitled to priority, but as regards the claims between myself and Mr. Kong Sing, I think they ought to rank *pari passu*.

His Lordship—As a matter of fact, there was an endorsement to that effect, but it was not my endorsement.

Mr. Hastings stated that a sum of \$1,500 had been realised out of the sale of the junk, and he wanted only \$300 or \$400.

His Lordship asked Mr. Hett why he should get his costs first.

Mr. Hett—Why should Mr. Kong Sing? His judgment was given about two minutes before mine. I asked to have the case heard on Thursday afternoon so that nobody else could come first, but it was adjourned until Friday. Mr. Kong Sing did not protect the estate any more than I did because of his attachment, because it was under Mr. Hastings' attachment until it was sold.

His Lordship—You came in after Mr. Kong Sing had attached.

Mr. Hett—Certainly, but I don't think it would have been a justifiable expense on my part to have attached it. We were in agreement upon it, and I knew that Mr. Kong Sing's attachment was on.

His Lordship—Then you got the benefit of his attachment?

Mr. Hett—But I will get no benefit if his costs and claim come before mine.

His Lordship—His costs come first.

Mr. Hett—That means that I won't get my full costs. I certainly think my costs should come in after his claim.

His Lordship—I don't see on what principle I could make that order.

Mr. Hett—As it turns out, Mr. Kong Sing's attachment was unjustifiable. If my friend was entitled to priority at all, it would be because he preserved the estate, and he did not preserve it. It means that I will probably not get my costs at all, as Mr. Kong Sing wants \$700, and Mr. Hastings \$300.

Mr. Kong Sing—Your Lordship will see my attachment was absolutely necessary. If I had not attached, the defendant would have paid off the \$300 and gone away.

Mr. Hett—The fact that Mr. Kong Sing preserved the estate does not rebound to his credit in any way.

His Lordship (to Mr. Kong Sing)—I am not clear that I ought to give you more than priority for costs of attachments.

Mr. Hett—I agree that my friend should have his costs in priority.

Mr. Kong Sing—In those circumstances I agree to Mr. Hett's costs coming in priority to my claims.

His Lordship—Surely the practice here is only to give priority for costs of attachment.

Mr. Kong Sing—No, my Lord. I submit I would be entitled to all costs if that estate had gone into bankruptcy.

Mr. Hett—Your Lordship need not protect our clients, and they are the only persons concerned. I submit there is no rule of practice that gives anyone priority in these circumstances.

His Lordship intimated that he would consider the point, and adjourned the case.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents, for the Straits Settlements.

THE PRATAS ISLAND QUESTION.

"FARTHER THAN EVER FROM BEING DISPOSED OF."

We read in the *Jiji Shimpo* what is evidently an authentic version of the Japanese Government's attitude towards the affair of Tungshu. Japan was not at all disposed from the outset to raise any question about the ownership of such a petty speck of territory in mid-ocean. She had no inclination to claim it for herself, and the idea of allowing such a trifling matter to disturb her relations with her neighbour never for a moment found favour in her eyes. She did not even ask that China should produce conclusive proof of ownership. Even in the case of a Power with the best ordered archives in the world, it might be difficult to marshal valid evidence as to the connexion between the home country and all its outlying portions. Tokyo was therefore prepared to recognise any claim advanced by China, provided that it possessed a semblance of validity. In response, however, to this liberal attitude, Japan asked that China should lay aside her suspicions with regard to the motive of Mr. Nishizawa's expedition. Mr. Nishizawa and his party had exploited Pratas Island in the bona fide pursuit of commercial profit, and it was only fair that their undertaking should be recognised as legitimate, seeing that the island had lain uninhabited from the earliest times, that it was not under the effective jurisdiction of any State and that it had never been supposed to possess any resources worth developing. Mr. Nishizawa ought therefore to be allowed to continue his enterprise without interference or should be reasonably compensated for surrendering it in favour of a Chinese company. Such was the moderate and fair attitude assumed by Japan from the outset. On the other hand, Viceroy Chang and the publicists of Canton had insisted that Nishizawa's enterprise was detrimental to the interests of aggression, and instead of agreeing that Nishizawa's position had a claim to consideration, they declared that he ought to be severely punished for lawless trespass. In these circumstances, nothing remained for Japan except to revert to the question of ownership. If China will not accept the island with a small responsibility attached, she must prove her right to its possession. Therefore the question is further than ever from being disposed of.—Japan Mail

OPENING OF THE SHANGHAI-HANGCHOW RAILWAY.

The section of the Shanghai-Hangchow Ningpo Railway which the Kiangnan Railway Company had undertaken to construct, having been practically completed, the opening ceremonies took place at the end of last month. Starting from the Shanghai station, a special train consisting of ten carriages conveyed the guests over the line, their arrival at the various stations being marked by the firing of crackers and other expressions of celebration. At Sun-kiang, the main station of the line, one of the students of the Normal School read a speech of welcome in English which was to the following effect:—If there was one railway in China which could rightly and indisputably be claimed as China's own, it was the Kiangnan Railway. No foreign loan had been necessary for its construction, and there were no foreign directors to conduct its affairs. The line had been built by Chinese entirely. Not only was this a cause for congratulation, but it was also a significant indication of the growth of national feeling among the Chinese. On behalf of the whole of the prefectural schools of Sunkiang and the members of the faculty belonging thereto, the speaker extended a hearty welcome to the railway company in appreciation of its valuable service in bringing about the completion of the line. Afterwards the pupils, who were of all ages, sang the Chinese National Anthem, clapped hands and saluted in foreign style. A dinner followed, at which complimentary speeches were delivered.

TRAMCAR STRIKE IN MANILA.

We briefly announced in our yesterday's issue that the Union Obrera, in a proclamation issued on the 29th ult. revived the strike and boycott against the Manila Electric Railway and Light Company. José Turiano Santos, secretary of the Union, who signs the document, is to head the strike movement, says the *Cablenews-American* of May 29th, and a mass meeting is to be held at the Grand Opera House on Sunday evening. Mass meetings are also to take place, it is stated, at all the cockpits in the vicinity of the city, where Union orators will urge the people of Manila to aid their countrymen. The street cars are to be shunned, and pedestrian and cabal locomotion are to be the watchwords. The proclamation declaring the strike and boycott is a lengthy document written in grandiloquent Spanish. The "wise and liberal American government in the Philippines" is complimented and the hope is expressed that government will "safeguard the sacred rights which the Union Obrera defends with tenacity and without fear, in the bitter struggle against the Manila Electric."

The efforts of the Union chiefs to effect a compromise satisfactory to both the strikers and the Company are enumerated and the small concessions of the management are referred to as "humiliating and shameful."

The "rights of the proletariat" are dwelt upon in general terms, "Christian socialism" is extolled as "the hope and redemption of the human race." The "unselfish and valiant labours of the leaders to bring about harmony" between capital and labour are duly accentuated, for the benefit of possible seceders.

The strike and boycott against the management of the Trolley Company is declared by José Turiano Santos by virtue of, and in compliance with the mandate of the Union Obrera Democrática de Filipinas.

Opinion among Filipino politicians as to the success or non-success of the strike and boycott now revived is divided. A prominent Union Obrera leader, who personally is opposed to the strike at this time, told a *Cablenews* representative that while the strike would probably fail, the boycott might succeed and that in this manner the Company would be forced to treat with its old employees as regards an increase of pay, the failure to obtain which at the negotiations of last month is assigned as the chief cause of the present renewal of hostilities.

Manila, June 4th.

The street car strike and boycott is dead. It lived two full days, from Friday morning, when it was ushered into life with a gushy, exuberant pronouncement, until Sunday morning, when the mass meeting advertised to come off at the Grand Opera House failed to materialize, owing to the Courts taking a hand in the affair and coldly strangled the infant, for the public good.

"Killed by inattention," was the verdict of the Union doctors when, viewing the remains at Union headquarters yesterday. The people at large are of the opinion that the Turiano abortion was in a state of coma from inattention when the law gave it the coup de grace.

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Hongkong, 5th June, 1909. [822]

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Hongkong, 20th May, 1909. [537]

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Hongkong 1st April, 1908. [48]

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FOR SALE.—TOK CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.
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Hongkong, 28th May, 1909. [100]

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ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises.
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Hongkong, 1st May, 1909. [553]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 552,000
RESERVE FUND 250,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:
For 12 months 4 per cent.
For 6 " 3½ per cent.
For 3 " 2½ per cent.
EVAN ORMISTON,
Manager.
Hongkong, 27th April, 1909. [23]

Hongkong, 27th April, 1909. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
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HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.
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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 4½ per annum
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HONGKONG GENERAL CHAMBER OF COMMERCE.

Minutes of a Meeting of the General Committee held in the Chamber Room, St. George's Building, on Monday, the 17th March 1909, at 4 p.m. Present:—Hon. Mr. E. A. Hewett (Chairman), Mr. J. R. Gresson, Messrs. J. W. Bonner, D. R. Lay, H. A. Stiles, E. Shelling, H. E. Tomkins, J. W. Bandow and E. A. M. Williams (Secretary).

The Minutes of the last Meeting held on the 12th March, 1909, were confirmed.

CONTINUOUS CERTIFICATES OF DISCHARGE TO CHINESE SEAMEN.

Reply from Government:—Colonial Secretary's Office, Hongkong, 25th March, 1909.

SIR,—With reference to your letter of the 18th instant, I am directed to state that the question of the granting of Continuous Certificates of Discharge to Chinese seamen will be allowed to drop.

I shall be glad if you will be so good as to return the enclosures in my letter of the 30th ultimo.—I am, &c.,

F. H. MAY,
Colonial Secretary.

*Enclosures since received.

The Secretary, The Chamber of Commerce.

LIGHT ON KAPING ISLAND.

The following reply was received from the Government:—

Colonial Secretary's Office, Hongkong, 25th March, 1909.

SIR,—I am directed to acknowledge the receipt of your letter of the 18th instant in which you state that in the opinion of the Committee of the Chamber of Commerce the installation of a Light on the Southern end of Kaping Island is urgently required as a leading light across the Harbour to the Capsicum.

In this connection I am to inform you that the placing of a beacon on the Bunsanish Rock has been under the consideration of this Government and it is suggested that if a light were placed on such a beacon the purpose of furnishing a leading light for the Capsicum would be better served than by placing a light in the position your Committee suggest; while at the same time what is a serious danger to navigation would be marked.

I am to add that the Government will be glad to learn the opinion of the Committee of the Chamber of Commerce on the above suggestion.—I am, &c.,

A. G. M. FLETCHER,
Colonial Secretary.

The Secretary, The Chamber of Commerce.

Minute by the Harbour Master.

The following Memorandum prepared by Capt. Lloyd was received:—

"The proposal of the Government to place a light on the Bunsanish Rock as a guide through the Kai Shui, and the opinion that it would furnish more protection to navigation than a light on the lower end of Kaping Island is not likely to find endorsement amongst those who are practically affected by it.

While agreeing in the abstract that a light on Bunsanish Rock would be a good thing, and welcomed as pointing out the position of the Kai Shui, and the opinion that it would furnish more protection to navigation than a light on the lower end of Kaping Island is not likely to find endorsement amongst those who are practically affected by it.

But, if it is decided that a light is to be erected there, it would be well if the Chamber of Commerce were to say what description of light they advocate. The existing light on Mawan Island cost £51.6.2, including freight and insurance, but not including Public Works Department expenses for installation. If such a light were advocated, it would, in addition, involve the expense of salary of light-keepers and of fuel, oil, etc. An automatic (unattended) light, such as is extensively used in Canada with great success, would be of much greater power and would cost about £700, but the cost of salaries would be avoided. This price would include an automatic operating apparatus which makes the light distinctive and less costly to run.

Accurate and fine drawn bearings are of little account in our navigation, with varying courses, deviations or using such, keen eyesight and good judgment are the essentials of our piloting, and the actual visual fixing of the objective is what is wanted, and not the laying down of a course which cannot be adhered to.

I may point out that the rock is not an obstacle in any special fairway, and a straight course from the buoys to the Pass (marked by the light) leads a long way clear of it.

It would also seem that financial considerations would favour the island light, as finding a foundation on a submerged rock is an expensive piece of work.

The common sense view of the matter would seem to be that the matured opinion of the men who have had many years' experience and practice on the route, and who have discussed the subject and weighed the claims of this or the other alternative should be the determining factor in the decision as to the site of the light.

CHAS. V. LLOYD,
Master, S.S. Fatsan.

Hongkong, 7th April, 1909.

The Sketch made by Capt. Lloyd was laid on the table.

Views of Capt. R. D. Thomas.

Canton, 16th April, 1909.

DEAR SIR,—I beg to acknowledge the receipt of your letter of the 13th instant enclosing a copy of the reply sent by the Government to the Chamber of Commerce with reference to establishing lights on Kaping Island and Tong Ku.

With regard to the Government proposal to place a light on the Bunsanish Rock as a guide across the harbour to the Kai Shui Moon, and the opinion that it would furnish more protection than a light on Kaping Island does not recommend itself to those most affected by it. Whilst agreeing that a light or beacon on the Bunsanish Rock would be useful as pointing out the exact position of a danger, it finds no favour as a guide to the Pass during bad weather, as anyone keeping away to pick up such light or beacon on a dark or foggy day or night would be unnecessarily running his ship into a danger, and after picking it up would still be a mile or more away from the Pass with a nasty ledge of rocks running out from Lantau Island almost in his course on which more than one vessel has struck during my time on the river. On the other hand, it is absolutely necessary to pick up Kaping Island to insure getting a correct course through the Pass. At the present time when there is a thin fog or heavy rain one is unable to clearly distinguish the contour of the land. The Southern foreshore of Kaping Island and the neighbourhood of Lantau Island are much alike that it is almost impossible to distinguish one from the other, especially so if the course across the harbour has been altered several times to clear junks when both time and position are somewhat vague.

Now with a small white house (in which to keep the light) built on the Southern fore-shore of Kaping Island this difficulty would disappear, as the one shore would then have a distinctive mark and be quite as useful during the day as it would be at night.—I remain, &c.,

R. D. THOMAS,
Master, S.S. Heungshan.

To E. A. M. Williams, Esq.,
Secretary.

Hongkong General Chamber of Commerce.

Pilot Christie's views.

I endorse all Capt. Thomas' remarks re. light on Kaping Island. After many years' experience as a pilot to Canton I have no hesitation in saying that the only safe guide through Kaping-Mun Pass is a light on Kaping Island. A light on Bunsanish Rock intended as a guide through the Pass would only increase the existing danger.

T. H. CHRISTIE.

The following reply was sent to the Government:—

Hongkong Chamber of Commerce.

27th April, 1909.

SIR,—I have the honour to acknowledge the receipt of your letter of the 29th March, 1909, (No. 8824/1904) in reply to mine of the 18th idem having reference to the institution of a light on the Southern end of Kaping Island.

My Committee having consulted the principal shipping Companies interested with regard to the counter proposition of the Government that a light on Bunsanish Rock would better serve the purpose of furnishing a leading light for the Capsicum, the opinion of the representative shipping Companies is now set forth in a memorandum dated 9th April, 1909, prepared by Capt. Lloyd, Master of the S.S. Fatsan, which I now beg to enclose.

Capt. Lloyd's opinion is supported by a letter dated 16th April, 1909, from Capt. Thomas, Master of the s.s. Heungshan, the first of the signatories to the letter previously forwarded to the Government by the Chamber.

Capt. Thomas' letter is endorsed by Mr. T. H. Christie, a pilot of many years' experience. A copy of this letter and endorsement is also enclosed.

My Committee feel that the opinions expressed by so representative a selection of experienced navigators are entitled to the fullest consideration and would ask therefore that the Government be good enough to reconsider the question.

I should be glad if Capt. Lloyd's memorandum may be returned.—I have &c.,

E. A. M. WILLIAMS,
Secretary.

Colonial Secretary's Office,
3rd May, 1909.

SIR,—With reference to your letter of the 27th ultimo I am directed to inform you that the Committee of the Chamber of Commerce has been placed on the Southern end of Kaping Island and in this connection I enclose a copy of a minute by the Harbour Master dated the 28th ultimo.

I return herewith Capt. Lloyd's memorandum.—I am, &c.,

F. H. MAY,
Colonial Secretary.

The Secretary, Chamber of Commerce.

Minute by the Harbour Master.

Mr. Lloyd certainly makes a very good point in the fact that courses cannot be relied upon because of the frequent necessity of getting out of the way of junks. But the principal point upon which he lays stress is the similarity of the appearance of Kap Sing Island and of Lantau Island and he seems to be more anxious for some distinguishing mark, such as a light, than for a light, which, as I have pointed out, would not be visible in thick weather. Such a distinguishing mark could be made with a few rocks locally obtained and a bucket of whitewash.

But, if it is decided that a light is to be erected there, it would be well if the Chamber of Commerce were to say what description of light they advocate. The existing light on Mawan Island cost £51.6.2, including freight and insurance, but not including Public Works Department expenses for installation. If such a light were advocated, it would, in addition, involve the expense of salary of light-keepers and of fuel, oil, etc. An automatic (unattended) light, such as is extensively used in Canada with great success, would be of much greater power and would cost about £700, but the cost of salaries would be avoided. This price would include an automatic operating apparatus which makes the light distinctive and less costly to run.

BASIL TAYLOR,
28/4/09.

Minute by Capt. Lloyd on the preceding minute.

The light asked for on Kaping Island is intended as a local lead and a powerful light is not necessary, as long as it is plainly visible in dark weather some 4 or 5 miles off, say, from the neighbouring point of Chungking, it would suffice. A white light would probably be best, as it would be more conspicuous in thick weather, and it could be made distinctive if it would be better as there are generally many and various lights thereabouts.

On the score of finance, could not some automatic contrivance, such as the Gas Fairway Buoys (although it should be in some more reliable form, as the gas buoys show at times a pin-point of red light) are equipped with, be used, dispensing with the necessity of constant attendance. Acetylene I have seen mentioned in such connection, and if it could be dependably worked, as would be suitable, as the light is peculiarly white.

I have before emphasised the advantage of a prominent structure at that place as a distinguishing mark or guide in a fog. As the proverb says:—"All cuts are grey in the dark," so in a shifting fog all rocks and trees lose their identity and are not recognizable—seen for a second or two and then covered up again, it is impossible to locate them with certainty, but a structure of lines and angles, seen if only for a moment, differing altogether from surrounding objects, speaks for itself and I would suggest, if not a house, some form of beacon, either cone or obelisk shaped, with a pole and basket on top rather high up as fogs drift around in bunches and layers, and what may be visible at one level may not be so lower down or higher up. Such a structure should be distinctively coloured. Striped black and red, as I think, the best seen colours in a fog.

CHAS. V. LLOYD,
Master, S.S. Fatsan.

Hongkong May, 6th 1909.

Letter from Capt. Clarke.

Hongkong, 14th May, 1909.

SIR,—In reply to your inquiries, the general opinion of our Commanders is that the most suitable situation for the light would be on the Southern end of Kaping Island at an elevation of 30 feet above high water.

Light.—Bright, conical, or sixth order, visible for five miles on a clear night.

Structure.—Similar to Mawan Island light-house. This would be considered a good distinctive mark in a fog during day time.

Fog-signal.—Bell, worked automatically as in use on the Iron Barrier near Whampoa. In use on the Iron Barrier near Whampoa. In use on the Iron Barrier near Whampoa. In use on the Iron Barrier near Whampoa.

W. E. CLARKE,
Secretary, Hongkong Canton.

E. A. M. Williams, Esq.,
Secretary, Chamber of Commerce.

It was decided to forward to the Government a copy of the letter received from Capt. W. E. Clarke containing the views of the Commanders of vessels of that Company. The Committee endorsed the views therein expressed.

INTERNATIONAL CONVENTION OF 1906.
Colonial Secretary's Office,
Hongkong, 13th April, 1909.

SIR,—With reference to your letter of the 24th of March I am directed to point out to you that the particular question which was referred to in the despatch of the Secretary of State of the 21st January last, transmitted in my letter of the 26th of February was whether this Colony should adhere to the International Convention of the 26th of September, 1906, respecting the prohibition of the use of White Phosphorus in the manufacture of matches.

It is on that question that this Government desires to obtain the opinion of the Chamber of Commerce.—I am, &c.,

F. H. MAY,
Colonial Secretary.

The Secretary, Chamber of Commerce.

Reply to Government:—Hongkong Chamber of Commerce, 27th April, 1909.

SIR,—I now directed to reply to your letter (No. 3699/1907) of the 13th instant in which the Government desires the opinion of the Chamber as to whether or not this Colony should adhere to the International Convention of the 26th of September 1906, respecting the prohibition of the use of White Phosphorus in the manufacture of matches.

My Committee consider that, for precisely the same reasons as were advanced by the Representatives of the Imperial Government for the non-adherence of Great Britain to this Convention, this Colony should not adhere to the Convention.

As pointed out in the memorandum accompanying your letter, it has been proved that the white phosphorus is the only material which is successfully suppressed by regulation.

There appears, therefore, no adequate justification for the adoption of measures calculated to hamper trade.

My Committee desire to thank His Excellency the Governor for referring this matter to them.—I have &c.,

E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. May, C.M.G.,
Colonial Secretary.

INDIAN LABOUR.

The following letter was received from the Government:—

15th March, 1909.

SIR,—I am directed to enquire whether in the opinion of your Chamber any opening exists for the employment of Indian labour indentured or unindentured, in this Colony, and whether they consider that facilities with regard to passage and provisions of land should be given to encourage Indian immigration. I am, &c.,

F. H. MAY,
Colonial Secretary.

The Secretary, The Chamber of Commerce.

The following reply was forwarded to the Government:—

Hongkong Chamber of Commerce, 27th April, 1909.

SIR,—I have the honour to reply to your letter (No. 1725/1909) of the 15th March, 1909, requesting an expression of opinion from the Chamber as to whether any opening exists for the employment of Indian labour in this Colony, and whether facilities with regard to passage and provision of land should be given to encourage Indian immigration.

My Committee, having consulted several employers of labour, have been informed that there is no opening for Indian labour indentured, or unindentured. In fact, there are Indians in the Colony at present who cannot find employment.

My Committee consider that market requirements are amply met, at present, by the supply of native labour. I have the honour to be, Sir, Your obedient servant,

E. A. M. WILLIAMS,
Secretary.

Hon. Mr. F. H. May, C.M.G.,
Colonial Secretary.

SEVENTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

Further letter from London Chamber:—Oxford Court, Cannon Street, London E.C., 12th March, 1909.

DEAR SIR,—I beg to confirm my Circular letter No. 3, dated 3rd November, 1908, in which I have still to hear from a large number of Chambers whether or not they intend to be represented at the Congress, though, owing to the length of time necessary for communication between London and Sydney, it is very desirable that not only the names of delegates, but resolutions for the Programme, should reach me as early as possible.

As you are no doubt aware, special arrangements have been made with the steamship companies trading to Australia, and I hand you herewith a booklet giving full particulars in this connection. You will notice that the reduced rates are available not only for delegates, but for members of their families travelling with them. Applications for these tickets must be accompanied, in each case, by a letter of identification, signed by the Secretary of the nominating Chamber, and I am sending you enclosed forms for the purpose. I have forwarded copies of the booklet direct to all delegates nominated to date.

A draft programme of entertainments to be offered to delegates has been drawn by the Australian Committee, in accordance with which visits will be paid, subsequent to the Congress proper to the principal cities of the Commonwealth (excepting Perth, West Australia, where it is hoped delegates will be able to call on the outward or homeward journey).

This tour in Australia will probably extend over three weeks, and at its close delegates will be at liberty to make such other visits in the Commonwealth and elsewhere as they may desire. Cordial invitations to delegates have been received from several cities in New Zealand, (Auckland, Canterbury and Dunedin), also from Launceston (Tasmania) and Honolulu (where the Vancouver-Sydney boat calls), and though it has been found impossible to arrange collective visits to these places, it is hoped that many of the delegates will be able to take advantage of the invitations during the course of their journey. The Organising Committee suggest that the

visit to New Zealand will come more conveniently at the conclusion of the Australian tour.—Yours faithfully,

KENNEDY B. MURRAY,
Secretary.

Enclosures, Official Programme, Steamer Booklet, Blank letters of identification, were laid on the table.

UNITED STATES MONETARY COMMISSION.

Reply from Mr. Moreton Frewen:—Washington, D.C., March 12th, 1909.

DEAR SIR,—I have returned to Washington six weeks later than I had anticipated and so have only now received your letter of the 10th of December and the Report of the Chamber for which I am much obliged.

The evidence taken by the Commission for the next three months will be for the most part banking and currency, the Exchange evidence will occupy most of Winter and Spring. I should not be surprised if there is material of importance from England also. The Chancellor of Exchequer has under consideration a suggestion to issue "crown notes" secured by silver (the proposal of the Royal Currency Commission of 1888) with which to pay the weekly old-age pensions.

With the silver contents of a shilling worth hardly more than fourpence the profit of the operation is attractive. Here Congress is in session, but the state of the Exchanges with Asia is much on the minds of the representative from the Pacific Coast States.

I think if any member of your Chamber should be available next Autumn or Winter, it might be well to communicate with Mr. T. H. Whitehead of the Bank of India, Australia and China, London. Mr. Whitehead will know where I am—Believe me, yours faithfully,

MORETON FREWEN.

RE-ORGANISATION OF THE FINANCES OF THE CHINESE EMPIRE.

Reply to Government:—Hongkong Chamber of Commerce, 7th April, 1909.

SIR,—In reply to your letter of 11th February, 1909, (No. 5778/1904), requesting the observations of the Chamber regarding the scheme framed by the Board of Finance for the reorganising of the Finances of the Chinese Empire, I am directed to state that my Committee do not feel in a position to criticise the scheme, so large and far-reaching a scheme, but the centralisation of control, which seems to be the essence of the new Regulations, would be an important step forward and greatly assist in the birth of a purer administration.

Needless to say my Committee are entirely sympathetic towards any proposals calculated to confer benefit upon the people of China. I have &c.,

E. A. M. WILLIAMS,
Colonial Secretary.

Hon. Mr. F. H. May, C.M.G.,
Colonial Secretary.

INTRODUCTION INTO THIS COLONY OF A GOVERNMENT NOTE ISSUE.

The following letter was received from the Government:—

Colonial Secretary's Office, 15th April, 1909.

SIR,—I am directed to inform you that H.E. the Governor has at the present time under consideration the question of the introduction into this Colony of a Government Note Issue on the lines of the system already adopted in the Straits Settlements and I am to inquire what are the views of your Chamber on the subject.

This matter was last under consideration in 1899 when the Government decided to award the right of issue to the Straits Settlements, which appears to have been attended by a certain measure of success.—I am, Sir, Your obedient servant,

F. H. MAY,
Colonial Secretary.

The Chairman,
Hongkong General Chamber of Commerce.

It was decided to ask the Government for fuller details of the scheme, the following being among the more important points upon which the Committee wished to be informed:—

1. The general lines which it is proposed to adopt.

2. The arrangements for exchanging dollars into notes and vice versa.

(a) Whether the Government will have their own treasuries and staff for working the issue.

(b) If not what alternative system have they in view.

3. To what extent do the Government estimate the revenue of the Colony would benefit as against the present tax on Bank Notes and the data on which such estimate is based.

PROPOSED NEW FRENCH CUSTOMS TARIFF.

The following letter from the Government was received:—

Colonial Secretary's Office, 30th April, 1909.

SIR,—I am directed to transmit for the consideration of your Committee the enclosed copy of a circular despatch from Lord Crewe dated the 16th day of last March and to inquire whether any commercial interests in this Colony are likely to be adversely affected by the proposed Tariff.—I am, &c.,

F. H. MAY,
Colonial Secretary.

The Secretary,
Chamber of Commerce.

[Copy.] 16th March, 1909.

SIR,—I have the honour to transmit, for your information, a copy of the proposed New French Customs Tariff.

Should there be any commercial interests in the territory under your administration likely to be adversely affected by the proposed Tariff, I should be glad to consider whether any shall of course be glad to consider whether any representation should be made to the French Government on the particular subject.—I have &c.,

CHREWE.

Hongkong Chamber of Commerce, 6th May, 1909.

SIR,—I am directed to acknowledge the receipt of your letter of the 1st instant (No. 2658/1909) covering a copy of the proposed New French Customs Tariff on which you request an expression of opinion from my Committee.—I have &c.,

(Sgt.) E. A. M. WILLIAMS,
Colonial Secretary.

Hon. Mr. F. H. May, C.M.G.,
Colonial Secretary.

It was decided to reply that the Committee did not see that commercial interests in this Colony were likely to be adversely affected by the adoption of the Tariff.

An anonymous donation of £70,000 which is being used to the fund of £500,000 which it is proposed to raise to build and endow a national memorial theatre to Shakespeare, was announced by the Lord Mayor of London at a recent meeting of the Mansion House.

CHINA'S CUSTOMS TARIFF.

CORRESPONDENCE BETWEEN FOREIGN GOVERNMENTS.

The American Minister, Mr. Rockhill, has communicated to the Waikunpa the result of certain correspondence which has passed between the American and British governments bearing upon China's desire for an international conference to consider the question of increase of the customs duties upon imports.

It will be remembered that some time last December the Chinese government sent notes to all the Powers suggesting such a conference and outlining briefly China's need for friendly assistance in this direction. No large answer has been taken by any of the Powers until recently. Shortly after Mr. Taft became President of the United States, this matter was brought to his attention with the result that the American government took the initiative to the extent of communicating on the subject with the other Powers, or some of them. It is understood that the American government expressed its friendly sympathy for China's desire for a conference of the Powers to consider the customs question and such other questions as might properly be considered at such a conference.

Because of Great Britain's very large interest in commerce with China, the matter was first taken up with the British government. The reply of the British government, as communicated by the American minister to the Chinese authorities, is in effect that so long as China has failed to abolish like barriers and to bring about reform of the currency and other reforms provided in the Mackay treaty, Great Britain does not consider that China has a right to ask for tariff increase.

The reform especially referred to in addition to doing away with like, are understood to be curtailing the minting of copper money by the provincial authorities, stopping the issue of too many bank notes, and other currency reforms.

China's position towards these and other reforms is understood to be as follows:—China recognises the need for all these reforms, but maintains that the evils of which the foreign governments complain are, to a large extent at least, due to conditions produced by the lack of sufficient income to the central government from customs. China refers to the present customs duties as being wholly inadequate. It is claimed that no other government has as low duties upon imports as those to which China is restricted by treaties with foreign governments. Therefore, before China can bring about these reforms, she must have the definite assurance of the Powers that they will agree to customs increase to a reasonable extent.

China will agree to totally abolish like as soon as she has seen as has entered upon a definite agreement with the Powers for customs increase.

The two great mints of copper and other coins will be restricted as soon as the central government is able to reimburse the provinces for the income now received by the provinces from this source, which will be when there is an increase in the customs receipts.

With regard to issue of bank notes, the position of the Chinese government is this: The central government is responsible for all notes issued by the government banks. The provincial governments are responsible for the notes issued by banks operating under the sanction and control of the provincial authorities. As for the issues of private banks, the Chinese government would advise foreign merchants not to accept these, as soon as China is able to adopt and put into operation proper banking laws, private banks will be compelled to conform to these laws.

The central government is anxious to carry out all the reforms promised in its treaties but it maintains it can make no substantial progress along these lines until it is permitted a reasonable increase in its customs duties, as only in this way can it secure sufficient income to carry these reforms into effect. The Chinese government makes it clear that there is no desire for such high rates as might in any degree restrict foreign trade, as its great need is revenue.—Peking Daily News.

HONGKONG INVESTORS IN PHILIPPINES.

According to the Baguio correspondent of the Cebu American, a Hongkong syndicate has purchased a tenth interest in the Headwaters Mining Company (Inc.) from Nels Peterson, for the sum of P40,000. Governor Whitmarsh represented the Hongkong capitalists in closing the deal. This is one of the most important mining deals put through here this year, and is an indication of the interest being taken by capitalists of Hongkong in the Philippines mining industry.

The Headwaters Mining Company (Inc.) was recently organized with a capital stock of P600,000 of which P350,000 is paid up. This company controlled a large group of mines in the most desirable section of the Baguio district and the promise for future development in the area is very bright. The president of the company is Mr. H. P. Whitmarsh, the first Governor, and a pioneer merchant of the summer capital. He has always taken a lively interest in promotion work affecting the mining industry here and it is largely to his personal efforts that much capital has been attracted.

Nels Peterson, who is a large shareholder in the company and who sold the tenth interest in the Headwaters, is one of the first prospectors who invaded the Baguio country. He has been active in development work and his mill has made him a snug fortune. He is now worth several hundred thousand dollars, and the result of his activity in the district and his unbounded faith in the future of mining there.

LIFE AND DEATH RECORD IN MANILA.

INTERESTING FACTS CONCERNING CITY'S BIRTH RATE AND DEATH RATE.

During the quarter ending April 1st last there were 2,193 births registered in the city of Manila, 25 of them being of Americans and 2,168 Filipinos. The remainder were Spaniards and other Europeans and Chinese.

Of this number 177 were illegitimate the largest number of them being born in Tondo. One of these births was of a 21st child, three of the 17th child and six were 14th children. Five hundred and fourteen were first children, 416 second children, 346 third children and 319 fourth children.

During this same period of time there were 1,954 deaths in the city, 11 of Americans, 941 of Filipinos, 1,125 of Spaniards and 911 of other Europeans and Chinese.

The entire death rate for the quarter was 37 per 1,000. The death rate in Tondo was 5

MAKES THE SKIN
SOFT AS
VELVET. BEEHAMS
"Surolo"
Treats
ROUGHNESS,
REDNESS, ITCH,
IRRITATION, TAN,
KEEPS THE SKIN
SOFT, SMOOTH, AND WHITE
ALL THE YEAR ROUND.
Delightfully COOLING & REFRESHING
during the summer.

Bottle, 1/-, 2/-, and 3/- each.
M. BEEHAMS & SON, Cheltenham.

SHIPPING.

ARRIVALS.
BUJUN MARU, Japanese str. 1,304, Y. Fuso, 4th June—Shanghai 28th May, Foochow, Amoy and Swatow 3rd June, General—Oosaka Shosen Kaisha.
CHUYEN, Chinese str., 4th June—Canton.
FUKU MARU, Japanese str. 3,087, K. Waka-gawa, 4th June—Moji 29th May, Genl—Mitsui Bussan Kaisha.
HAIKUN, British str. 630, J. W. Evans, 4th June—Swatow 3rd June, General—Douglas, Laprak & Co.
KIANG FING, Chinese str., 4th June—Canton.
KREID, Norwegian str. 910, T. Heller, 4th June—Daly, Rice and General—Aagaard, Thorsen & Co.
PROMETHEUS, Norwegian str. 1,024, W. Jones, 4th June—Bangkok 26th May and Swatow 3rd June, General—Aagaard, Thorsen & Co.
SINGAN, British str. 1,047, F. Jamieson, 4th June—Haiphong 30th May, and Haibow 3rd June, General—Butterfield & Swire.
TAMING, British str. 1,250, A. Somerville, 4th June—Manila 1st June, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 4th June.
Kiong Ping, Chinese str., for Chinkiang.
Bajoh, German str., for Bangkok.
Zahro, British str., for Manila.

DEPARTURES.

4th June.
ASAGIRI, German str., for Canton.
ANTA, British str., for Shanghai.
CHUYEN, Chinese str., for Canton.
CHOWKAI, British str., for Shanghai.
EMPIRE, British str., for Shanghai.
FAUSAN, British str., for Saigon.
FRITHOF, Norwegian str., for Saigon.
HAIKUN, British str., for Swatow.
HANOI, French str., for Quang Chow Wan.
KINSEBERG, German str., for Swatow.
QUINTA, German str., for Tientsin.
SIMLA, British str., for Shanghai.
YUENKANG, British str., for Manila.

SHIPPING REPORTS.

The British str. **Singon** reports: Strong S.E. winds, cloudy and fine weather.

VESSELS IN DOCK.

June 4th.
ABERDEEN DOCK—**Samatra**, **Montrose**, **Charles Hardouin**.
CEMETERIAL DOCK—**Ania**.
TAKO DOCK—**Maple Leaf**, **Chenau**, **Teau**, **Catherine Apcar**.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Raigoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR."
 Captain S. H. Nelson, will be despatched for the above Ports TO-DAY, the 5th June, at Noon, instead of as previously advertised.
 For Freight or Passage, apply to—
DAVID SASSON & Co., Ltd., Agents.
 Hongkong, 1st June, 1909. [5]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"ISCHIA."
 Captain Belsito, will be despatched as above on FRIDAY, the 11th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to—
CARLOWITZ & Co., Agents.
 Hongkong, 3rd June, 1909. [4]

HONGKONG-BOSTON-NEW YORK.

For further Particulars, apply to—
NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents HONGKONG & CHINA.
 Hongkong, 4th June, 1909. [5]



AMERICAN ASIATIC STEAMSHIP CO.

For BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "INDRANI" On 15th June, to be followed by **S.S. "ST. PATRICK"** About 15th July.

For Freight and further information apply to—
SHEWAN TOMES & Co., General Agents.
 Hongkong, 3rd June, 1909. [77]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"
 Captain Helms, will be despatched as above on WEDNESDAY, 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to—
GIDE, LIVINGSTON & Co., Agents.
 Hongkong, 4th June, 1909. [82]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
 1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blaka Pier. 3 From Blaka Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ PORTS OF CALL.	DREI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON & ANTWERP via SINGAPORE &c.	FOONA	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	About 15th inst.
ANTWERP ROTTERDAM & HAMBURG &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 8th July.
HEERMEN HAMBURG & ROTTERDAM &c.	SUEVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERICA LINE	On 11th inst.
HAVRE & HAMBURG via STRAITS &c.	SENGAMBA	Ger. str.	k.w.	Kekhoru	HAMBURG-AMERICA LINE	On 17th inst.
HAVRE & HAMBURG via STRAITS &c.	ISTRIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 10th July.
MARSEILLES, HAVRE &c. PENHAGEN &c.	CANTON	Swed. str.	—	—	MELCHERS & Co.	About 8th inst.
MARSEILLES, &c. via PORTS OF CALL.	POLYNESIA	Fr. str.	—	Broc	MELCHERS & Co.	On 8th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ARABIA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 9th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	DAI NIPPON	Jap. str.	—	W. Barrett	JARDINE, MATHESON & Co., Ltd.	About 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SADO MARU	Jap. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA	On 23rd inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SCANDIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERICA LINE	On 1st July.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SEVIA	Ger. str.	k.w.	Porcelius	HAMBURG-AMERICA LINE	On 2nd July.
GENOA, MARSEILLES, LONDON & ANTWERP &c.	HIRANO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	About 30th inst.
CALTAO, IQUIQUE &c. via JAPAN PORTS &c.	MANSHU MARU	Jap. str.	—	—	TOTO KISEN KAISHA	On 1st July, at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR &c.	LIVERTON	Ger. str.	—	C. Dewers	MELCHERS & Co.	On 16th inst., at Noon.
TRIESTE &c. via SINGAPORE &c.	E. F. FERDINAND	Aus. str.	—	Nitsche	SANDER, WIELER & Co.	On 26th inst., P.M.
NEW YORK	WOOLIND	Ger. str.	—	Mohr	CARLOWITZ & Co.	About 7th inst.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	PATIAN	Brit. str.	—	—	DODWELL & Co., Ltd.	On 22nd inst.
VANCOUVER via SHANGHAI JAPAN &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	On 16th inst.
VANCOUVER via SHANGHAI JAPAN &c.	MONTAGLO	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 12th inst., at 6 P.M.
TACOMA via SHANGHAI & JAPAN &c.	TACOMA MARU	Jap. str.	—	—	OASIA SHOSHEN KAISHA	On 14th July, at Noon.
VICTORIA, B.C. & TACOMA via JAPAN &c.	OCEANO	Brit. str.	—	F. W. Davis	DODWELL & Co., Ltd.	On 3rd July.
VICTORIA, B.C. & SEATTLE via KEELUNG &c.	TOSA MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 8th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE via KEELUNG &c.	SHIMANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA &c.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
AUSTRALIAN PORTS via MANILA &c.	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA &c.	PRINZ WALDEMAR	Ger. str.	—	P. Ischl	MELCHERS & Co.	On 18th inst., at 10 A.M.
AUSTRALIAN PORTS via TIMOR, PORT DARWIN &c.	EMPIRE	Brit. str.	—	P. T. Johns	GIDE, LIVINGSTON & Co.	On 3rd July, at Noon.
AUSTRALIAN PORTS via MANILA &c.	KUNING MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 11th inst., at 5 P.M.
KORE & YOKOHAMA	YAMATO MARU	Jap. str.	—	K. Homsa	MELCHERS & Co.	About 26th inst.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	D. Lous	NIPPON YUSEN KAISHA	On 9th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUNASO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
NAGASAKI, MOJI, KOBE & YOKOHAMA	SHIMURA MARU	Jap. str.	—	A. E. Moes	NIPPON YUSEN KAISHA	Quick despatch.
JAPAN	THIATONG	Dut. str.	—	Jurissae	JAVA-CHINA-JAPAN LINE	On 9th inst., at Noon.
PIENTSIN via WEIHAWEI & CHEFOO	CHIPSING	Brit. str.	—	Mooney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	LINAN	Brit. str.	1 m.	Williams	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI	KWONGKANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon.
SHANGHAI	YATHING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at Noon.
SHANGHAI	FOCKANG	Brit. str.	—	Lancelotti	MELCHERS & Co.	About 7th inst.
SHANGHAI	TOURANE	Fr. str.	—	Hayes	JARDINE, MATHESON & Co., Ltd.	About 8th inst.
SHANGHAI	SEQUIER	Brit. str.	—	Schwabhammer	HAMBURG-AMERICA LINE	On 9th inst.
SHANGHAI	BRASLIA	Ger. str.	k.w.	W. Hayward, R.N.R.	P. & O. S. N. Co.	About 10th inst.
SHANGHAI	DEYKHA	Brit. str.	—	Y. Essene	OASIA SHOSHEN KAISHA	On 10th inst., at 10 A.M.
SHANGHAI	BUJUN MARU	Jap. str.	—	H. G. Walker	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon.
SHANGHAI	WINGKANG	Brit. str.	1 m.	Frazier	BUTTERFIELD & SWIRE	On 10th inst., at Noon.
SHANGHAI	YINGKOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SHANGHAI	CHENAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI	SIAM	Dut. str.	—	—	MELCHERS & Co.	About 17th inst.
SHANGHAI	CHINUA	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 20th inst.
SHANGHAI	MAITA	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On 22nd inst.
SHANGHAI	YOKO	Ger. str.	1 m.	J. Randerman	MELCHERS & Co.	Quick despatch.
SHANGHAI	YOKO	Ger. str.	—	K. Seyda	NIPPON YUSEN KAISHA	On 9th inst., at 10 A.M.
SHANGHAI	YOKO	Ger. str.	—	Sachs	HAMBURG-AMERICA LINE	To-morrow, at 10 A.M.
SHANGHAI	YOKO	Ger. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	On 8th inst., at 4 P.M.
SHANGHAI	YOKO	Ger. str.	—	K. Euyi	OASIA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI	YOKO	Ger. str.	—	H. Murayama	BUTTERFIELD & SWIRE	On 12th inst., at 1 P.M.
SHANGHAI	YOKO	Ger. str.	—	G. H. Penzance	DOUGLAS LAFRAIR & Co.	To-morrow, at 1 P.M.
SHANGHAI	YOKO	Ger. str.	—	P. J. van Emmerick	DOUGLAS LAFRAIR & Co.	On 8th inst., at 1 P.M.
SHANGHAI	YOKO	Ger. str.	—	J. W. Evans	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI	YOKO	Ger. str.	—	Hodgins	SHEWAN TOMES & Co.	On 9th inst., at 3 P.M.
SHANGHAI	YOKO	Ger. str.	—	Jameson	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 4 P.M.
SHANGHAI	YOKO	Ger. str.	—	R. Rodger	SHEWAN TOMES & Co.	On 12th inst., at Noon.
SHANGHAI	YOKO	Ger. str.	—	A. W. Outerbridge	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.
SHANGHAI	YOKO	Ger. str.	—	S. J. Payne	SHEWAN TOMES & Co.	On 15th inst., at 3 P.M.
SHANGHAI	YOKO	Ger. str.	—	R. W. Almond	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 P.M.
SHANGHAI	YOKO	Ger. str.	—	A. Somerville	MELCHERS & Co.	On 8th inst., at Noon.
SHANGHAI	YOKO	Ger. str.	—	P. H. Rolfe	CARLOWITZ & Co.	On 11th inst., at Noon.
SHANGHAI	YOKO	Ger. str.	—	F. Seubill	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI	YOKO	Ger. str.	—	Belotto	DAVID SASSON & Co., Ltd.	To-day, at Noon.
SHANGHAI	YOKO	Ger. str.	—	B. Kon	DAVID SASSON & Co., Ltd.	On 10th inst., at Noon.
SHANGHAI	YOKO	Ger. str.	—	S. H. Nelson	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon.
SHANGHAI	YOKO	Ger. str.	—	G. F. Hudson	—	—
SHANGHAI	YOKO	Ger. str.	—	Bradley	—	—

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	Wedday, 9th June, at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"LUETZOW" Capt. C. DEWERS	Wedday, 16th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"YORCK" Capt. J. RANDELMANN	About Thursday, 17th June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISKE	Friday, 18th June, at 10 A.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Saturday, 26th June.

For further Particulars, apply to—
NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents HONGKONG & CHINA.
 Hongkong, 4th June, 1909. [5]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davis	On 1st July.
KYMERIC	6,232	J. Mathes	On 29th July.
AYMERIC	4,363	J. Boyd	On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & Co., Limited, General Agents.
 Hongkong, 21st May, 1909. [8]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelotti	About 7th June.
MARSEILLES, via PORTS	"POLYNESIA" Capt. Broc	On 8th June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIO" Capt. Guionnet	On 21st June, P.M.
MARSEILLES via PORTS	"SYDNEY" Capt. Rebutat	On 22nd June, 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpolers meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. DE CHAMPMORIN, AGENT, Queen's Building.
 Hongkong, 2nd June, 1909. [2]

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" Sat., 12th June.	"ALLAN LINER" Friday, 9th July.
"EMPRESS OF CHINA" Sat., 3rd July.	"EMPRESS OF IRELAND" Fri., 30th July.
"MONTAGLO" Wed., 14th July.	
"EMPRESS OF INDIA" Sat., 24th July.	"ALLAN LINER" Friday, 20th Aug.
"EMPRESS OF JAPAN" Sat., 14th Aug.	"EMPRESS OF BRITAIN" Fri., 10th Sept.

"Empress" Steamships leave HONGKONG at 6 P.M. "Montaglo" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALAFLAT "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71 10s. Intermediate and Second Class "Empress" £43 "Empress" £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLO," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to—
D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blaka Pier.

VESSELS ON THE BERTH.

DAMPFSCHIFFS-REHDEBRI "UNION" ACTIEN-GESELLSCHAFT.

For NEW YORK. (With Liberty to Call at Malabar Coast.)

THE Steamship

"WOLGINSKE."
 Captain Mohr, will be despatched as above on or about the 7th June.

For Freight apply to—
CARLOWITZ & Co., Agents.
 Hongkong, 29th May, 1909. [798]

"SHIRE" LINE OF STEAMERS, LTD.

For SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that mail to CHINA via SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of shipping mails at Shanghai via Dalg and Siberia.

DATE	TIME
10th June	at 1.00 p.m.
12th	at 8.30 p.m.
14th	at 8.00 a.m.
16th	at 8.30 p.m.
18th	at 1.00 p.m.

The Tientsin with the French Mail of the 7th ultimo left Saigon on Friday the 4th inst. at 5 a.m. and may be expected here on or about Monday the 7th inst. at daylight. The packet brings replies to letters & parcels sent from Hongkong on the 3rd April.

FOR	PER	DATE
Singapore, Penang and Calcutta	Gregory Ape...	Saturday, 5th, 11.00 A.M.
Amoy, Singapore and Samang	Merapi	Saturday, 5th, 11.00 A.M.
Manila	Zaire	Saturday, 5th, Noon.
Bangkok	Bojaburi	Saturday, 5th, 1.15 P.M.
Macao	Su Tai	Saturday, 5th, 3.00 P.M.
Shanghai	Chiyen	Saturday, 5th, 5.00 P.M.
Hollow and Haiphong	Sagan	Saturday, 5th, 5.00 P.M.
Shanghai	Ava gien	Saturday, 5th, 6.00 P.M.
SIBERIAN MAIL TO EUROPE	Lindan	Sunday, 6th, 9.00 A.M.
Swatow, Amoy and Fuzhou	Haiman	Sunday, 6th, 9.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Daiki Maru	Monday, 7th, 11.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Fookang	Tuesday, 8th, 9.00 A.M.
Shanghai	Tsukong	Tuesday, 8th, 10.00 A.M.
Shanghai	Yatsung	Tuesday, 8th, 10.00 A.M.

Europe, to India via Taitoria. Late Letters 11.00 A.M. to Noon Extra (Postage 10 cents). Letters posted in all the Pillar Boxes at time for the first clearance will be included in this contract mail.

FOR	PER	DATE
Swatow, Amoy and Fuzhou	Haiyang	Tuesday, 8th, 2.00 P.M.
Amoy, Manila, Cebu and Iloilo	Tsun	Tuesday, 8th, 3.00 P.M.
Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu, Yokohama, Victoria B.C. and Seattle Wash.	Tsun Maru	Tuesday, 8th, 5.00 P.M.
Singapore, Penang and Colombo	Chipsing	Wednesday, 9th, 11.00 A.M.
Wahaiwei, Chiofo and Tientsin	Borneo	Wednesday, 9th, 11.00 A.M.
Kuata and Sandakan	Kooloon	Wednesday, 9th, 11.00 A.M.
Taipei	Kuamoo Maru	Thursday, 10th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Catherine Ape...	Thursday, 10th, 11.00 A.M.
Singapore, Penang, and Calcutta	Montrose	Thursday, 10th, 3.00 P.M.
Moji and Salina Cruz	Yingchow	Friday, 11th, 11.00 A.M.
Shanghai	Nisho Maru	Friday, 11th, 11.00 A.M.
Manila, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle	Ichna	Friday, 11th, 3.00 P.M.
Singapore, Penang and Bombay	Quarta	Friday, 11th, 5.00 P.M.
Kobe and Yokohama	Sanuki Maru	Saturday, 12th, 10.00 A.M.
Manila	Rubi	Saturday, 12th, 10.00 A.M.

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THE WHISKY OF THE NEW WORLD

"CANADIAN CLUB"

WHISKY.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

June 4th.
ON LONDON: Telegraphic Transfer 1/9 1/2
Bank Bills, on demand 1/9 1/2
Bank Bills, at 30 days sight 1/9 1/2
Bank Bills, at 60 days sight 1/9 1/2
Bank Bills, at 90 days sight 1/9 1/2
Bank Bills, at 120 days sight 1/9 1/2
Bank Bills, at 150 days sight 1/9 1/2
Bank Bills, at 180 days sight 1/9 1/2
Bank Bills, at 210 days sight 1/9 1/2
Bank Bills, at 240 days sight 1/9 1/2
ON PARIS: Bank Bills, on demand 224
Credit, at 4 months' sight 225
ON GERMANY: On demand 182
ON NEW YORK: Bank Bills, on demand 43 1/2
Credit, at 60 days' sight 44 1/2
ON BOMBAY: Telegraphic Transfer 133 1/2
Bank, on demand 134
ON CALCUTTA: Telegraphic Transfer 133 1/2
Bank, on demand 134
ON SHANGHAI: Bank at sight 74 1/2
Private, 30 days' sight 75 1/2
ON YOKOHAMA: On demand 86 1/2
ON MANILA: On demand 86 1/2
ON SINGAPORE: On demand 86 1/2
ON BATAVIA: On demand 86 1/2
ON HONGKONG: On demand 86 1/2
ON BANGKOK: On demand 86 1/2
GOVERNMENT, Bank's Buying Rate \$11.10
GOLD LEAF, 100 fine, per oz. \$17.90
BANK SILVER, per oz. 24 1/2

SUBSIDIARY COINS.

Chinese	per cent
Chinese 20 cents	38.18 discount
Chinese 10	38.80
Hongkong 20	37.60
Hongkong 10	37.80

OPIUM.

June 4th.
Malwa New \$1,100/1,150 per picul
Malwa Old \$1,150/1,200
Malwa Older \$1,200/1,250
Malwa V. Old \$1,250/1,300
Persian fine quality \$1,350/1,400
Persian extra fine \$1,400/1,450
Patna New \$1,050 per chest
Patna Old \$1,050
Benares New \$1,040
Benares Old \$1,040

VESSELS EXPECTED.

THE FRENCH MAIL. The M.M. str. *Toucan* with the French Mail of the 9th ult. and mails from London of the 8th ult. will leave Saigon on Friday the 4th instant at 5 a.m., and may be expected to arrive here on Monday the 7th inst., and will leave for Shanghai and Japan on the same afternoon.

THE INDIAN MAIL. The Indo-China str. *Kumang* from Calcutta and the Straits left Singapore for this port on the 2nd inst.

THE AMERICAN MAIL. The T.K.K. str. *Tenyo Maru* from San Francisco, will sail from Yokohama 1st instant, and is due to arrive at this port 11th inst.

MERCHANT STEAMERS. The J.C.-J. str. *Tiempo* left Macassar for this port on the 28th ultimo, and may be expected here to-day.

The N.G.L. str. *Ichna* left Singapore for this port on the 30th ult., and may be expected here to-morrow.

The Dampschiff-Rhederei "Union" Action-Gesellschaft str. *Wogline* left Shanghai on the 2nd inst. morning, and may be expected here to-morrow.

The C.N. Co. str. *Yingchow* left Shanghai on the 3rd inst., and is due here to-morrow.

The Bank Line str. *Gymnor* left Seattle on the 15th ultimo for Hongkong via Japan and Manila.

The Mexican & Oriental S.S. Line Ltd.'s str. *Errol* sailed from Saline Cruz on the 24th ult. for Japan and Hongkong.

The N.Y.K. str. *Wakana Maru* (European Line) left Shanghai on the 4th instant, and is expected here on the 7th inst.

The N.Y.K. str. *Nisho Maru* (Australian Line) left Nagasaki on the 4th instant, and is expected here on the 8th inst.

The Glen Line str. *Glenloch* left Singapore on the 3rd inst. morning, and is expected to arrive here on the 8th inst.

The C.N. Co. str. *Changsha* left Sydney on the 17th ult., and is due here on the 11th inst.

The N.Y.K. str. *Yatoro Maru* (Bombay Line) left Bombay for this port via Singapore on the 27th ult., and is expected here on the 19th inst.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this port via Manila on the 27th ult., and is expected here on the 7th inst.

NAPIER JOHNSTONE'S "SQUARE BOTTLE"

WHISKY.

UNVARIED FOR

150 YEARS.

THE SAME TO-DAY

AS IN

1745

BEWARE OF WHISKIES

Sold under Similar Names

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.

and from ALL WINE MERCHANTS

SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 4TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$985, buyers
National Bank of China, Limited	99,925	47	26	\$51, buyers
Bank of Communications, Limited	8,000	12/6	12/6	\$104, buyers
Bank of China, Limited	60,000	\$12	\$12	\$134, sal. & buy.
Bank of China, Limited	50,000	\$1	\$1	\$74, sellers
Bank of China, Limited	50,000	\$1	\$1	\$94, buyers
China Light and Power Company, Limited	200,000	\$10	\$10	
China Provident, Loan & Mortgage Co., Ltd.				
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$84
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 85.
Loon-Kang-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 105.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 390.
Dairy Farm Company, Limited	40,000	7 1/2	86	\$164, buyers
DOCKS AND WHARVES.—				
Hongkong Wharf & G. Co., Ltd.	60,000	\$50	all	\$59, sal. & buy.
Hongkong Whampoa Dock Co., Ltd.	50,000	\$50	all	\$67, sellers
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$9, x.d.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 85.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 160.
Penwick & Co., Limited	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$80, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$71, (old) sal.
Hongkong Ice Company, Limited	12,000	\$50	\$50	\$40, (new) sale
Hongkong Rope Manufacturing Co., Limited	8,000	\$25	all	\$155, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$110, buyers
China Traders Insurance Co., Limited	24,000	\$83 1/2	\$25	\$85, buyers
Hongkong Fire Insurance Co., Limited	3,000	\$250	\$50	\$345, sal. & buy.
North-China Insurance Co., Limited	12,400	\$100	\$100	\$104, buyers
Union Insurance Society, Limited	12,000	\$100	\$60	\$215.
Yangtze Insurance Association, Limited				
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$110, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$24, sal. & buy.
Kowloon Land Invest. Agency Co., Ltd.	6,669	\$59	\$59	\$30, buyers
Shanghai Land Invest. Agency Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,500	\$50	\$50	\$46, sal. & sel.
MINING.—				
Societe Francaise des Charb. de Tonkin	16,000	Fcs. 250	all	\$625, buyers
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	19/10	\$940, sellers
Peak Tramways Co., Limited	25,000	\$10	\$1	\$13,200, sal. & b.d.
Philippine Co., Limited	50,000	\$10	\$1	\$13, sal. & sel.
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$142, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$15, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$36.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$324, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$254.
Shell Transport & Trading Co., Limited	2,000,000	£1	£1	\$1, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$25, x.d.
South China Morning Post, Limited	40,000	\$10	\$5	\$154, x.d.
Steam Laundry Company, Limited	5,000	\$25	\$25	\$24, sellers
SWOSES AND DISPENSARIES.—				
Wm. Powell, Limited	15,000	\$7	\$7	\$12, sellers
Watkins, Limited	10,000	\$10	\$10	\$54, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$150, buyers
Weissmann, Limited	175	\$100	\$100	\$13, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$230.
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$104, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1895	Tls. 757,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

VISITORS AT HOTELS.

HONGKONG HOTEL.	KING EDWARD HOTEL.
Mr. P. P. Adams	Mr. B. L. Packer
Mr. & Mrs. T. L. Ames	Mrs. W. C. Passmore
Mr. & Mrs. J. H. Chapple	Mr. J. H. Pearson
Mr. & Mrs. J. F. Cooke	Mr. F. W. Shaw
Mr. & Mrs. J. R. Hurley	Mr. & Mrs. S. Silverstone
Mr. A. N. Kemp	Mrs. T. F. Skilton
Mr. R. W. Knight	Mr. E. Smith
Mr. & Mrs. W. Lynd	Mr. D. V. Stevenson
Mr. A. R. Loe	Mr. & Mrs. Thompson
Mr. H. N. Joly	Mrs. H. O. Whitaker
Mr. N. A. Nakami	
Mr. D. M. Nicolson	
Mr. W. Camara	Dr. J. B. Paul
Mr. A. Camara	Mr.

